

Albatross spent the remainder of her career based at Key West, operating to various points along the Florida coast and in the Caribbean. Her designation was changed to MSC(O)-1 on 10 February 1955; and she was transferred to the Commander, 6th Naval District, for administrative and operational control. *Albatross* was decommissioned and simultaneously struck from the Navy list on 20 March 1958. She was sold on 19 February 1959 to Dorado, Inc., Wildwood, N.J.

VI

(MSC-289: dp. 362; l. 144'; b. 28'; dr. 9'; s. 13 k.; cpl. 39; a. 1 4"; cl. *Albatross*)

The sixth *Albatross* (MSC-289) was laid down on 26 February 1959 by Tacoma Boat Building Inc., Tacoma, Wash.; launched on 22 March 1960; sponsored by Mrs. S. A. Peters; and commissioned at the Puget Sound Naval Shipyard on 20 April 1961, Lt. William H. Green in command.

Albatross spent the next 14 months homeported at Long Beach, Calif., conducting shakedown and type training off the west coast. On 2 July 1962, *Albatross* got underway with the other ships of Mine Division (MinDiv) 92, bound for the western Pacific. En route to Japan, the ship stopped briefly at Pearl Harbor, Midway, and Guam. She reached her new home port, Sasebo, on 13 August and, after two months of upkeep, spent the rest of the year in training.

Refresher training occupied her during the first six weeks of 1963. While conducting an exercise on 16 February, *Albatross* suffered damage to her port reduction gear which idled the ship under repairs until 5 March. *Albatross* then joined an exercise with naval forces of the Republic of Korea at Chumunjin, Korea. She paid a brief visit to Kure, Japan, on 19 March, and took part in a mine exercise from 20 to 25 March off Iwakuni, Japan. The minesweeper next stopped at Beppu, Japan, and then returned to Sasebo on 30 March.

On 13 May, *Albatross* sailed for Buckner Bay, Okinawa, and a mine test which lasted until 30 May when she headed back toward Sasebo for upkeep and training. Another exercise with the Republic of Korea Navy occurred from 4 to 10 September at Yosu-Haeman, Korea. When she returned to Sasebo, *Albatross* entered dry dock for two weeks. Following further repairs, *Albatross* left Sasebo on 24 October and joined a 7th Fleet exercise, "Yellow Bird," off Subic Bay, Philippines, on 5 November. On 13 November, the ship got underway for Hong Kong and a period of rest and relaxation. *Albatross* arrived back at Sasebo on 27 November and spent the next six weeks in leave and upkeep.

The minesweeper resumed her duties on 22 February 1964, when she sailed for Taiwan. She reached Kaohsiung on 26 February and began steaming with MinDiv 31 off the southwest coast of that island. A brief stop at Keelung preceded her return to Sasebo on 13 March and four months of local operations and upkeep.

In response to the growing American involvement in Vietnam, *Albatross* departed Japan on 9 July bound for Camranh Bay. After an intermediate stop at Subic Bay, she entered Camranh Bay on 16 July. Besides her duties there, she also operated from Nha Trang and Ben Goi. On 1 August, *Albatross* was detached from her Vietnamese service and sailed for the Philippines. She reached Subic Bay on 4 August and began upkeep. Late in August, the minesweeper made a trip to Hong Kong for a rest and relaxation period before returning to Sasebo on 3 September. *Albatross'* next assignment took her to Korea from 9 to 17 November for visits to Chinhae and Tolsan Do and joint exercises with Korean naval forces. On the 18th, *Albatross* was back at Sasebo. The minesweeper took part in training exercises with the Japanese Maritime Self-Defense Force from 3 to 5 December, then remained at Sasebo for the rest of the year.

For the first three months of 1965, *Albatross* was undergoing repairs at Sasebo. On 19 April, the minesweeper got underway for patrol duties off the coast of Vietnam. After a brief stop at Subic Bay, *Albatross* sailed on to Vietnamese waters which she reached on 25 April. The ship remained on duty in the combat zone through 30 May, when she was relieved and headed back to Subic Bay. The vessel remained in the Philippines from 2 to 9 June, then headed back to the Vietnam coast for further operations. On the 13th, she suffered a reduction gear casualty which necessitated the securing of her port engines. *Leader* (MSO-490)

soon took *Albatross* under tow and headed for Subic Bay where they arrived on 17 June.

Following two months of repairs and upkeep at Subic Bay and Sasebo, *Albatross* arrived at Yokosuka on 14 August for a series of training exercises. She returned to Sasebo on 15 September but got underway a week later to resume her patrol off the Vietnamese coast. The ship made a brief stop at Kaohsiung, Taiwan, on 25 September. On 1 October, she began patrolling in the South China Sea. The minesweeper was relieved on 6 November and steamed to Hong Kong for a period of rest and relaxation. She reached Kaohsiung on 16 November and conducted mine warfare exercises off the coast of Taiwan before heading to Japan. The vessel arrived at Sasebo on 28 November and remained there through the end of the year.

The minesweeper departed Sasebo on 5 January 1966 for a "Market Time" deployment off the coast of Vietnam. On the 9th, she paused briefly at Kaohsiung to take on fuel and provisions. She arrived on her station south of Vung Tau on 14 January and patrolled the sea lanes in her area until relieved on 22 February. The minesweeper returned to Sasebo on 5 March to begin one and one-half months of upkeep and training. On 21 April, *Albatross* sailed in company with *Epping Forest* (MSC-7), *Warbler* (MSC-206), and *Peacock* (MSC-198) for Chinhae, Korea, and an exercise with the Republic of Korea Navy. Following the five-day exercise, she visited Kure on 29 April before returning to Sasebo on 4 May. *Albatross* got underway on 20 May for the South China Sea in company with *Warbler*. Her station was located off the tip of the Camau peninsula, and her patrol lasted through 9 July. *Albatross* then sailed due south to visit Singapore from 12 to 16 July and made a port call at Hong Kong before arriving back in Sasebo on 30 July.

Tests and training occupied *Albatross* through 19 September, at which time she got underway for another "Market Time" deployment. *Albatross* was assigned an area in the vicinity of the Phu Quoc Islands in the Gulf of Thailand. Her relief arrived on 7 November, and *Albatross* sailed to Kaohsiung for repairs to an inoperative air compressor system which hindered her maneuverability. The minesweeper reached Sasebo on 18 November for training and holiday leave. On 29 December 1966, she left Japan for another patrol in the South China Sea.

Albatross was on patrol through 17 February 1967, when she was relieved by *Peacock*. That same day, she suffered damage to her cryptographic equipment, necessitating a rendezvous with *Annapolis* (AGMR-1) for repairs. The minesweeper spent the next five months in overhaul at Sasebo. On 27 August, she was underway for Subic Bay and gunfire support training. She left the Philippines on 8 September for a "Market Time" patrol in the area of Nha Trang, Vietnam, and steamed on station through 12 October, when she was relieved and headed for Subic Bay. The ship entered the floating dry dock *AFDM-5* on the 15th and, by 25 October, was underway for Sasebo. There, she spent the next three and one-half months working on and replacing a faulty main propulsion plant.

The ship took part in Exercise "Golden Shark" off Hiroshima, Japan, from 16 to 24 February 1968. The exercise was held in conjunction with the Japanese Maritime Self-Defense Force. From 25 to 28 February, she paid a visit to Hiroshima; then sailed to Yokosuka for two weeks of upkeep. On 14 March, *Albatross* was involved in a search and rescue operation in Tokyo Bay. A harbor craft located the downed airplane; and, the next day, *Albatross* headed for Sasebo where she spent the month of April in refresher training and upkeep. She got underway on 25 April to begin a patrol off the Vietnamese coast. *Albatross* operated for 42 days in the combat zone and was relieved by *Widgeon* (MSC-208) on 6 June. After a brief pause at Sasebo, *Albatross* sailed for Buckner Bay, Okinawa, on 20 June. While en route, she held mine countermeasures training. Upon her return to Sasebo on 5 July, the minesweeper spent three months in upkeep and training. On 17 October, she commenced another stint off Vietnam. This patrol was hampered by heavy seas; and, following her relief, her departure was delayed by steaming to evade a typhoon in the Gulf of Thailand. After a five-day rest period in Hong Kong, *Albatross* got underway on 10 December to return to Sasebo.

Albatross began her first "Market Time" patrol of 1969 on 5 March. She remained in the Gulf of Tonkin for 44 days before sailing to Hong Kong on 24 April for a rest and relaxation period. The ship spent the remainder of the year alternating periods of upkeep in Sasebo with training exercises in Japanese waters.

Albatross began 1970 in upkeep at Sasebo. On 16 February, she was en route to Subic Bay for a minehunting drill. On 19 February, the mission was cancelled; and *Albatross* was called back to Japan to prepare for decommissioning. The ship arrived in Sasebo on 25 February, and the unloading of her equipment and supplies began. On 1 April, *Albatross* was simultaneously decommissioned and struck from the Navy list. *Albatross* was sold in November 1970 to Kitajima Shokai Co., Ltd., Sasebo, Japan, for scrapping.

Albay

A province and a seaport on the southeastern coast of the island of Luzon in the Philippines. Located on the shore of Albay Gulf, two former municipalities—Legaspi and Albay—were merged in 1907 to become the city of Legaspi, the capital of Albay Province.

(Gbt: dp. 173; l. 100' (wl.); b. 17'6"; dr. 6'9"; s. 8 k.; cpl. 27; a. 1 6-pdr., 2 1-pdrs., 2 mg.)

Albay—a small gunboat built at Cavite, Luzon, Philippine Islands, for the Spanish colonial government of the Philippines—was laid down in 1885 and completed in 1886. However, some sources hold that this vessel was constructed at Shanghai by the Hong Kong and Whampoa Dock Co. In any case, she operated in the Philippine Archipelago until captured by American forces there during the Spanish-American War.

Purchased by the United States War Department soon after the end of hostilities, *Albay* was transferred to the Navy early in 1899 and, escorted by American gunboats *Concord* and *Petrel*, arrived in Manila Bay in a convoy of other former Spanish gunboats on 20 April 1899. On 21 May 1899, Ens. Michael J. McCormack was detached from the protected cruiser *Baltimore* and assumed command of *Albay* when she was placed in commission later that day. During the next few years, the small gunboat was intermittently in and out of commission as she performed patrol duty and helped to survey rivers and bays in the islands. She also served at Cavite as a ferry. On 1 June 1899, Ens. William Harrison Standley—who would later rise to the then nonexistent position of Chief of Naval Operations and subsequently would serve as the American Ambassador to the Soviet Union during World War II—relieved McCormack in command of the gunboat.

Placed out of commission at Cavite on 13 February 1904, *Albay* was still laid up there when her name was struck from the Navy list on 11 February 1905. She was sold on 8 June 1906 to Messrs. Grant and Co., of Manila.

Albemarle

A town and a sound in North Carolina and a county in Virginia. All three were named for General George Monck, the first Duke of Albemarle and one of the original Carolina proprietors.

I

(Sch: t. 200; l. 85'; b. 25'6"; dph. 7'7")

On the morning of 26 March 1862, sidewheel gunboat *Delaware*—during an expedition to the Pungo River in Pamlico Sound, N.C., in search of Confederate shipping reported to be there—entered Pantego Creek and found two large schooners at its head . . . "which," he reported, "proved to be the *Albemarle* and *Lion* owned by Boyle and Richard Reddick, of Suffolk, Va." Two armed boats from the Union warship took possession of the Southern vessels, towed them down stream, and anchored them at the mouth of the creek. Early the next morning, *Delaware* received on board several families who professed loyalty to the Union and asked for protection. Later that day, the gunboat and its prizes then proceeded to New Bern.

Little information of the prizes' movements during ensuing months seems to have survived, but *Albemarle* apparently remained in the North Carolina sounds. In any case, she and a schooner named *Knockern* were reported on 3 February 1863 to be off New Bern serving as storeships for Union forces in the sounds. On 4 May 1863, a report from Rear Admiral S. P. Lee to

Secretary of the Navy Gideon Welles stated that *Albemarle* was still there performing in the same capacity. Only five days later, the Navy purchased the schooner from the New York prize court. The fact that the schooner was serving as a storeship in the sounds during the ensuing summer strongly suggests that she never left North Carolina waters but was condemned in absentia. In any case, *Albemarle*—commanded by Acting Assistant Paymaster Emanuel Mellach until early spring 1865 and then by Acting Assistant Paymaster George R. Watkins—served in North Carolina waters as a storeship and an ordnance hulk through the end of the Civil War. Late in July 1865, she was towed to Hampton Roads, Va., and sold at public auction in the Norfolk Navy Yard on 19 October 1865 to a Capt. S. I. Bain. No record of her subsequent career seems to have survived.

II

(IrcRam: l. 158'; b. 35'; dph. 8'2"; dr. 9'; a. 2 8" r.)

On 16 April 1862, the Confederate Navy Department—enthusiastic about the offensive potential of armor-protected rams following the recent victory of the ironclad *Virginia* (the rebuilt *Merrimack*) over the wooden-hulled Union blockaders in Hampton Roads, Va.—signed a contract with Gilbert Elliot of Elizabeth City N.C., to build such a vessel to destroy the Union warships in the North Carolina sounds. These Northern men-of-war had enabled Lincoln's troops to hold the strategic positions which controlled eastern North Carolina.

Since the terms of the agreement gave Elliot freedom to select an appropriate place to assemble the ram, he established a primitive shipyard in a cornfield up the Roanoke River at a place called Edwards Ferry. There the water was too shallow to permit the approach of Union gunboats which otherwise would have destroyed the ram while it was still on the way.

Construction of the Southern ship began in January 1863, and word of the project soon alarmed Union naval officers in the region. They appealed to the War Department for an overland expedition to destroy the ram—which was named *Albemarle* after the body of water into which the Roanoke emptied—but the Army never felt it could spare the troops needed to carry out the task.

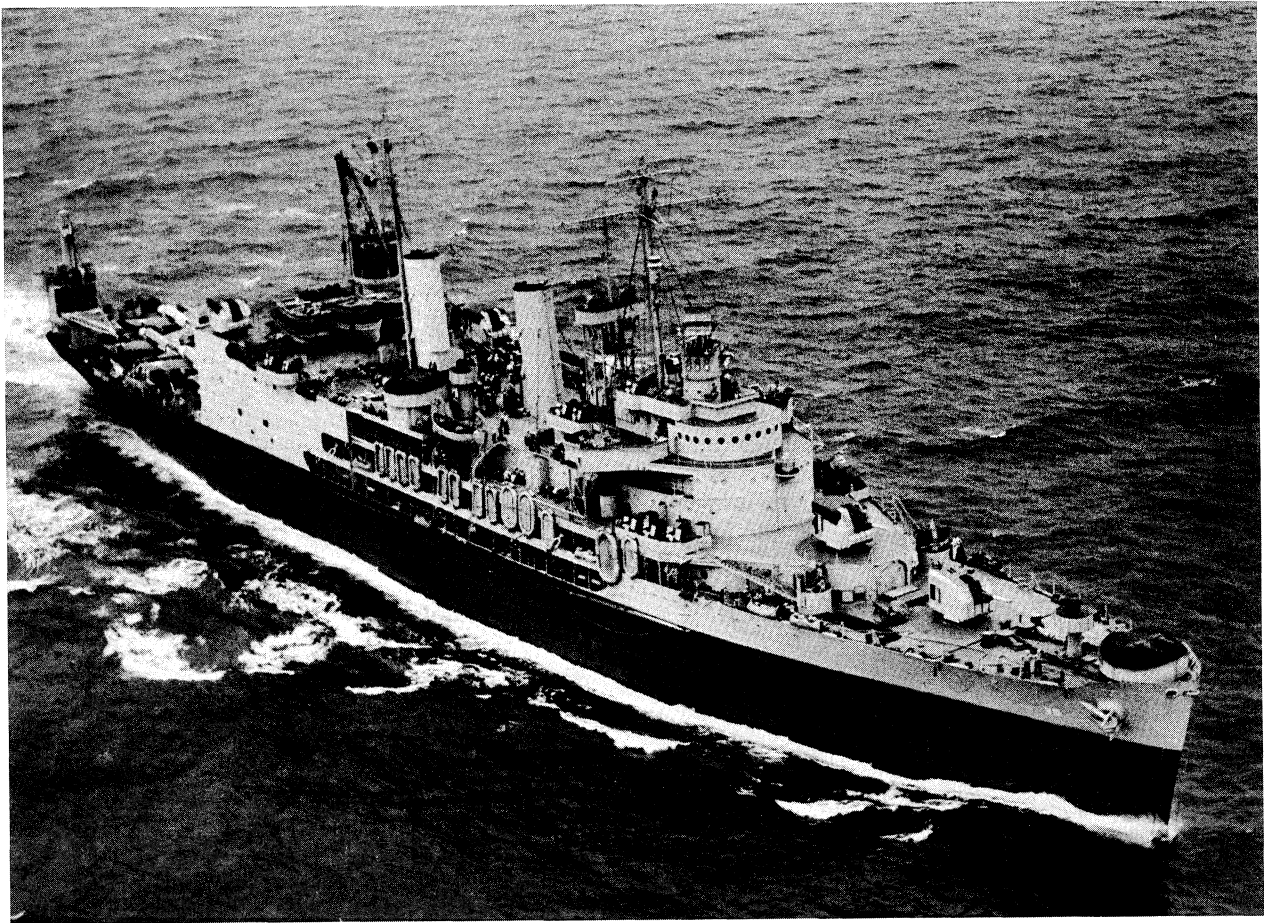
On 5 May, *Albemarle*, accompanied by *Bombshell*, attacked a Federal squadron below Plymouth. The Union ships captured *Bombshell* and pounded *Albemarle* with their guns. Yet, other than shooting away much of the ram's smokestack and thus reducing her steam pressure and speed, they were unable to harm the Southern ship. On 17 June, Comdr. John Newland Maffitt—who had won fame commanding Confederate blockade runners—relieved Cooke in command of the ram. However, his eagerness to use his ship aggressively was held in check by pressure from the Confederate Army to avoid risk of the ram's destruction and the probable ensuing loss of all Southern positions in the Carolina sounds. In September, Comdr. Alexander F. Worley relieved Maffitt in command of the ram.

Hence, because of the over-cautious policy of Southern military leaders, *Albemarle* remained moored at Plymouth until she was blown up and sunk during a daring attack led by Lt. William B. Cushing in an improvised torpedo boat on the night of 27 and 28 October 1864. In this way, Richmond's unwillingness to take risks brought the very disaster which its strategists were seeking to avoid. The sinking of the ram enabled Union ground forces to recapture Plymouth.

The Navy then raised the ram. Following the collapse of the Confederacy, the Union gunboat *Ceres* towed *Albemarle* to the Norfolk Navy Yard where she arrived on 27 April 1865. On 7 June, orders were issued to repair her hull, and she entered dry dock soon thereafter. The work was completed on 14 August 1865; and, a fortnight later, the ship was condemned by the Washington prize court. Purchased by the Navy, she saw little if any active service before being placed in ordinary at Norfolk where she remained until sold at public auction there on 15 October 1867 to J. N. Leonard & Co. No record of her subsequent career has been found.

III

(AV-5: dp. 8,761; l. 527'4"; b. 69'3"; dr. 21'11"; s. 19.7 k.; cpl. 1,195; a. 4 5", 8 .50-cal. mg.; cl. *Curtiss*)



Albemarle (AV-5), 30 July 1943, in what is probably Measure 21 (Navy blue/haze gray) camouflage. (80-G-76629)

The third *Albemarle* (AV-5) was laid down on 12 June 1939 at Camden, N.J., by the New York Shipbuilding Corp.; launched on 13 July 1940; sponsored by Mrs. Beatrice C. Compton, the wife of the Honorable Lewis Compton, Assistant Secretary of the Navy; and commissioned at the Philadelphia Navy Yard on 20 December 1940, Comdr. Henry M. Mullinnix in command.

Albemarle remained at Philadelphia, fitting out, through mid-January, 1941. Underway for Newport, R.I., on the morning of 28 January, the seaplane tender arrived at her destination on the 30th, and loaded torpedoes. She sailed the following day for Norfolk, arriving on 1 February, and over the ensuing days remained in that area, loading bombs and pyrotechnics and calibrating her degaussing gear, before she sailed on her shake-down cruise on the afternoon of 6 February, setting course for Guantanamo Bay.

The seaplane tender shifted thence to Havana on the morning of 18 February, and over the days which followed her captain made the usual formal calls dictated by diplomatic protocol. In Havana harbor, *Albemarle* dressed ship for Washington's Birthday, her 21-gun salute to the American national holiday returned gun-for-gun by the Cuban gunboat *Yara*. On the morning of 24 February, the ship got underway for the Canal Zone.

Diverted while en route, *Albemarle* anchored in the harbor at San Juan, Puerto Rico, on the morning of 28 February, and that afternoon received the official call of Rear Admiral Raymond A. Spruance, Commandant of the 10th Naval District. That same day, she embarked 91 men from Patrol Squadron (VP) 51 and 61 from VP-52 for temporary duty and transportation, and sailed for Norfolk on the morning of 2 March. While en route, Comdr. Mullinnix was relieved as commanding officer by Comdr. H. B. Sallada.

Albemarle moored at Pier 7, Naval Operating Base (NOB), Norfolk, on the afternoon of 5 March, but lingered there for less than a day, getting underway the following afternoon for Philadelphia. She returned to the Philadelphia Navy Yard and spent the rest of March there, undergoing post-shakedown repairs.

The seaplane tender departed Philadelphia on 6 April, and arrived back at Norfolk the following afternoon; there she took on board depth charges and depth bombs. She sailed for Newport on the morning of 10 April, and soon after standing out into international waters past the Virginia capes, met her escort for the trip—six "flush-deck" destroyers, one of which was the ill-fated *Reuben James* (DD-245). That afternoon she fueled two of her escorts, *Sturtevant* (DD-240) and *MacLeish* (DD-220) at the same time, the former to starboard, the latter to port.

Albemarle then anchored in the harbor of refuge, off Block Island, late on the afternoon of 11 April and, accompanied by the destroyer *Truxtun* (DD-229), calibrated her radio direction finders. She then set out to finish her voyage up the eastern seaboard to Newport, arriving at her destination late on the afternoon of 13 April. She there joined a host of warships, ranging from the battleship *Texas* (BB-35) and the heavy cruisers *Tuscaloosa* (CA-37) and *Wichita* (CA-45) to old and new-type destroyers and the destroyer tender *Prairie* (AD-15).

While *Albemarle* had been on her shakedown, the United States determination to aid the British in the Battle of the Atlantic had resulted in the establishment, on 1 March, of the Support Force, commanded by Rear Admiral Arthur LeRoy Bristol, to protect the vital lifeline between the United States and Great Britain in the North Atlantic. It was formed around destroyers and patrol plane squadrons; the latter would be tended

by small seaplane tenders (ex-destroyers and ex-minesweepers) and *Albemarle*.

Over the next few days, the seaplane tender operated in local waters, at Narragansett Bay, off Martha's Vineyard and Quonset Point, running drills of various kinds and conducting target practices. Rear Admiral Bristol came on board briefly on 28 April and wore his flag in *Albemarle*; that same day, she embarked her former commanding officer, now Capt. Mullinnix, who was now Commander, Patrol Wing, Support Force; men of VP-56 reported on board in connection with advanced base operations, as did men from VP-55. The following day, the planes from those two squadrons commenced night-flying operations.

Albemarle, after again wearing Rear Admiral Bristol's flag on 2 May, departed Newport for Norfolk on 4 May, arriving the following day. The seaplane tender then cleared the Virginia capes on the morning of 9 May for Newport, and arrived there the following morning. She embarked officers and men of VP-52 on 12 May and then sailed the following morning (13 May) for Argentina, Newfoundland. Ultimately anchoring in Little Placentia Bay, Argentina, on the morning of 18 May, *Albemarle* was soon laying 13 seaplane moorings and gathering data on the weather of the region, establishing the advanced base for VP-52's operations from Argentina.

Over the days that followed, in addition to tending the planes assigned to her, she also fueled a succession of destroyers. On 20 May, she received a visit from not only Rear Admiral Bristol—his first visit to Argentina, which he later made his headquarters—but Rear Admiral John H. Towers, the Chief of the Bureau of Aeronautics, who both arrived separately in planes from VP-56. Both flag officers departed the following morning.

Twelve PBVs of VP-52 arrived at Argentina from Quonset Point on 18 May, and immediately commenced familiarization flights in the region—activities which were suddenly cancelled on 24 May. On that day, the German battleship *Bismarck*, which had left Norwegian waters shortly before in company with the heavy cruiser *Prinz Eugen* on what was to be a raiding cruise into the Atlantic, encountered and destroyed the British battle cruiser HMS *Hood*. An anxious Prime Minister Winston Churchill, concerned over the convoy routes that lay open to the powerful German battleship, immediately cabled President Roosevelt and requested American help.

Albemarle quickly refueled the aircraft that had been flying training missions that morning and readied others for the urgent mission. At 1440 the first group of four PBVs lifted off, followed a little less than three hours later, at 1720, by a second flight of seven. The pilots of the "Catalinas" were briefed for a long reconnaissance mission that would take them some 500 miles southeast of Cape Farewell, Greenland. They encountered foul weather and very dangerous flying conditions in the course of their extensive searches, did not find their quarry in the murk, and were compelled by the fog and darkness to seek haven at various bays in Newfoundland, Labrador, Quebec, and adjoining islands.

Albemarle remained at Argentina until 12 June, when she sailed for Norfolk, arriving on the 15th. There she loaded supplies, stores, ammunition and gasoline, before getting underway to return to Newfoundland on 20 June. Escorted there by the destroyer *MacLeish*, *Albemarle* touched at Halifax en route (22 June), and then proceeded on to Argentina, screened by *MacLeish* and *Cole* (DD-155), arriving on 24 June. The seaplane tender supported the operations of VP-71, VP-72 and VP-73 until she sailed again for Norfolk on 19 July, in company with *Dallas* (DD-199). Mooring at Pier 7, NOB Norfolk on the morning of the 25th, she shifted to the Norfolk Navy Yard later that same day and remained there, undergoing an availability, until 12 August.

Underway on that day, *Albemarle*, screened by the destroyer *Broome* (DD-210), sailed for Argentina once more, and reached her destination on the 16th, resuming her support of VP-73. She provided support for seaplane and flying boat operations out of Argentina through October, 1941. Clearing Little Placentia Harbor on 1 November, *Albemarle* sailed for Casco Bay, Maine, arriving there on the 3d; she then pushed on for Norfolk, arriving there on the 7th.

On the day that Japanese planes attacked the Pacific Fleet at Pearl Harbor, 7 December 1941, *Albemarle* lay at NOB Norfolk, embarking passengers before she was scheduled to get underway for anchorage at Lynnhaven Roads. On Christmas Day, 1941, the seaplane tender got underway for Newport and Argentina.

Ultimately, the ship proceeded to Reykjavik, Iceland, where

she would encounter the most severe weather she would see in her career. One particular day, 15 January 1942, was memorable. She set her special sea, anchor and steaming watches and put out both anchors with 120 fathoms of chain on the starboard and 60 to port, with her main engines turning over and steam up on all boilers. The winds were clocked at 71 knots, with occasional gusts of 95, forcing the tender to drag anchor.

The gale lasted until 19 January, and caused heavy damage among the ship's patrol planes. The ship nearly collided with *Wichita* on one occasion, and was in danger of fouling several other ships during that time. Her starboard anchor was fouled once, and she lost the port anchor. She ultimately left Reykjavik on 19 January, steaming initially at greatly reduced speed because of the tempest, shaping course for Argentina, where she would embark passengers for transportation to Norfolk.

Reaching Norfolk on 29 January, *Albemarle* then proceeded to Narragansett Bay, and there provided tender services to VP-73 as that squadron worked with torpedoes there. On 5 March, Admiral Royal E. Ingersoll, Commander in Chief, Atlantic Fleet, made an unofficial call and inspected the ship informally. *Albemarle* completed her work with VP-73 and remained at anchor in Narragansett Bay until 3 April, when she proceeded to the Boston Navy Yard South Annex for an availability. Her overhaul lasted until 1 May 1942.

Upon completion of her refit, *Albemarle* got underway for Newport, on 5 May, and there, over the next few days, degaussed, calibrated her direction finders, and loaded aircraft for transportation to Bermuda. Underway on 15 May with *Mayo* (DD-422) and *Benson* (DD-421) as escorts, the seaplane tender reached her destination on the 17th, unloaded the planes she had brought, and immediately set sail for Narragansett Bay.

Relieving *Pocomoke* (AV-9) in connection with aircraft torpedo and submarine familiarization training, on the 19th, *Albemarle* remained anchored in Narragansett Bay until 12 August, providing torpedo services for a succession of squadrons: VP-94, VP-34, VP-33 and Torpedo Squadron 4. Underway on 12 August and escorted by the destroyers *Livermore* (DD-430), *Kearny* (DD-432) and *Rowan* (DD-405), the submarine tender sailed for Norfolk. After her arrival there, *Albemarle* conducted gunnery exercises in the Chesapeake Bay operating area.

Shortly thereafter, escorted by *Fletcher* (DD-445) and *O'Bannon* (DD-450), *Albemarle* sailed for the Canal Zone on 5 September 1942. Damaging her starboard screw at Coco Solo, the seaplane tender was ordered drydocked for repairs; after transiting the Panama Canal for the first time on 15 September, she entered dry dock at Balboa on the following day. Upon completion of repairs, she transported Army troops and marines to Rio Hato, Panama, for two days of joint Army-Navy maneuvers.

Over the next several months, *Albemarle* acted as fast transport of aeronautical material and men to naval air bases in the Caribbean and the Pacific coast of South America, as well as in the northern South Atlantic. During this time (September–November 1942), she visited Salinas, Ecuador; the air base at Seymour Island, in the Galapagos Islands; San Juan and Bermuda, primarily operating out of Colon and Balboa and escorted by the seaplane tender *Goldsborough* (AVD-5).

Relieved on station by the seaplane tender *Pocomoke* (AV-9), *Albemarle* sailed from the Canal Zone on 13 November 1942, escorted by *Goldsborough* and the small seaplane tender *Matagorda* (AVP-22). Proceeding via San Juan, Trinidad and Bermuda, the seaplane tender reached Hampton Roads on 30 November having completed her longest sustained tour of duty outside the continental limits of the United States.

Over the next seven months, *Albemarle* shuttled between Norfolk and Guantanamo Bay, Trinidad, San Juan, and Bermuda, on eight round-trip voyages. She varied this routine only slightly on the sixth and eighth of these, visiting Recife, Brazil for the first time (17 to 21 April 1943) on the sixth cruise and putting into the Canal Zone on the eighth. Her cargo included aviation gasoline and ammunition. Upon completion of that cycle of operations, she underwent repairs and alterations at the Boston Navy Yard between 15 June and 23 July 1943, departing on the latter date for Norfolk, whence she resumed her cargo-carrying and transport run to Trinidad, Recife, San Juan and Guantanamo Bay. On this voyage, her last on this run, she brought back 27 German prisoners of war, survivors of a sunken U-boat.

Underway from Norfolk on 16 September 1943, *Albemarle* sailed for the British Isles, escorted by the destroyers *Bulmer* (DD-222) and *Barker* (DD-213). Proceeding via Argentina, the

seaplane tender reached Swansea, Wales, with aeronautical cargo and passengers on 28 September, the men and freight she carried to support the newly inaugurated antisubmarine operations by patrol squadrons operating from the British Isles. Underway from Swansea on 4 October, she scraped a screw while leaving the harbor, and, after sailing via Argentina, reached Boston on 15 October. She was drydocked the following day, and the damaged propeller was repaired. *Albemarle* returned thence to Norfolk via the Cape Cod Canal, arriving at Norfolk on 18 October.

Underway on 22 October as part of a task group formed around the escort carrier *Croatan* (CVE-25) and three destroyers, *Albemarle* sailed for Casablanca. Routed via Bermuda, the group reached its destination on 3 November. After discharging her cargo and disembarking her passengers, the seaplane tender then sailed for the United States on 10 November with another convoy, this one larger and formed around *Croatan* and the light cruiser *Philadelphia* (CL-41), escorted by seven destroyers, and containing *Matagorda* and three transports.

Albemarle made a second cruise to Casablanca before the year 1943 was out, underway on 28 November and escorted by the destroyers *Barry* (DD-248) and *Goff* (DD-247), and arriving on 7 December. She sailed on the 13th for Reykjavik, and reached that Icelandic port on the 19th. There she embarked men from VB-128 for transportation back to the United States, and proceeded out of Reykjavik on 22 December for Norfolk. Battling heavy seas on the return voyage (making only five knots on Christmas Day), *Albemarle* returned to NOB, Norfolk, on the last day of the year 1943.

Proceeding thence to Bayonne, N.J., on 4 January 1944, for upkeep and availability, *Albemarle* returned to Norfolk on 17 January, and prepared for a voyage to San Juan. While outward-bound, however, on 18 January 1944, the seaplane tender fouled a buoy in a thick fog and put about for repairs. Drydocked on 20 January, *Albemarle* sailed again for her original destination, San Juan, the following day.

Subsequently touching at Trinidad and Recife, and retracing her path calling at Trinidad and San Juan on the return leg of the passage, *Albemarle* returned to Norfolk on 23 February for availability. She then steamed to Casablanca in company with the amphibious command ship *Catocin* (AGC-5) and two destroyers, and, among her passengers on the westward bound trip, were 20 German U-boat sailors, prisoners of war. She arrived back at Norfolk on 1 April 1944.

After upkeep at NOB, Norfolk, *Albemarle* proceeded up to the Naval Supply Depot at Bayonne, where she loaded aviation cargo, between 7 and 13 April. She then sailed, via Norfolk, to Guantanamo Bay, Trinidad, the Brazilian ports of Recife and Bahia, and San Juan, ultimately making arrival back at Norfolk on 27 May for voyage repairs and upkeep. Loading cargo at the end of that period, including 29 dive bombers, *Albemarle* again shaped a course for North African waters, the seaplane tender making arrival at Casablanca on 20 June. She proceeded thence to Avonmouth, England, where she loaded cargo and embarked passengers for return to the United States. Underway for Boston on 6 July, she reached her destination on the 13th.

Albemarle spent the next month undergoing a 30-day availability for repairs and alterations at the Boston Navy Yard. Emerging from the yard on 15 August, the seaplane tender proceeded to Bayonne, to load cargo. Sailing via Norfolk, the ship visited the familiar bases at San Juan, Trinidad, Recife and Guantanamo Bay before returning to NOB, Norfolk, on 29 September.

After loading cargo at Bayonne (12 to 17 October), *Albemarle* headed south for the supply run to San Juan, Trinidad and Recife. Outward-bound the voyage proved uneventful; however, while loading ammunition and cargo at San Juan for the return leg of the voyage, an electrical fire damaged the ship's main distribution board, putting *Albemarle*'s lighting and ventilation systems out of commission. Underway for Hampton Roads on 22 November, the seaplane tender reached Hampton Roads on the 25th, and moored at NOB, Norfolk, on the 26th to commence an availability.

Underway for Guantanamo Bay on the last day of 1944, *Albemarle* dropped anchor there on 4 January 1945. Reporting to Commander, Fleet Air Wing 11, for temporary duty, she tended Patrol Bombing Squadrons (VPB) 201 and 210 at "Gitmo" until 17 January, when the seaplane tender sailed for Coco Solo, arriving at her destination on the 19th. Thence she sailed for Trinidad where she tended VPB-213 from 1 to 11 February.

Shifting back to the Canal Zone soon thereafter, *Albemarle* commenced tending operations for VPB-214 at Almirante Bay, Panama, on 18 February, and remained engaged in that duty until Washington's Birthday. On 25 February, the ship was designated as flagship for Commander, Air Force, Atlantic Fleet, the day after she cleared Limon Bay for the Galapagos group.

There, *Albemarle* tended VPB-74 and VPB-209 from 27 February to 6 March, when the seaplane tender got underway to return to the Canal Zone. She steamed thence to Guantanamo Bay and Norfolk, arriving at the latter place on 17 March for an availability that lasted through mid-May 1945.

Albemarle cleared Norfolk on 18 May for New York, laden with cargo, escorted by the destroyers *Bernadou* (DD-153) and *Dallas*. Two days later, the seaplane tender sailed for the British Isles in CU-71, a convoy formed around the venerable USAT *George Washington*. *Albemarle*'s mission was to bring back to the United States those patrol squadrons whose task in the Atlantic had been completed with the end of the war in Europe, and whose presence was required in the still-active Pacific theater. Ultimately, *Albemarle* reached her destination, Avonmouth, on 30 May, and brought her passengers—men of Fleet Air Wing 7—back to Norfolk on 14 June.

Albemarle made a second voyage to Avonmouth, sailing from Hampton Roads on Independence Day 1945 and reaching her destination on 13 July. There she embarked 772 sailors and soldiers, the majority of the latter repatriated prisoners of war. Underway on the 17th, the seaplane tender arrived back at Norfolk on the 26th.

Entering the Norfolk Navy Yard on 28 July for repairs and alterations to fit her out for duty in the Pacific, *Albemarle* was in the midst of this availability when the war in the Pacific ended in mid-August, 1945. The Japanese capitulation suspended the work; and, soon thereafter, the orders to the Pacific to tend seaplanes were cancelled.

Shortly thereafter, however, *Albemarle* underwent alterations of a different kind, to fit her out for different duty. With repairs carried out to the ventilation and berthing arrangements, the seaplane tender departed Norfolk on 25 September with 2,000 Navy replacements embarked, bound for the Canal Zone. She soon reported for duty as a transport under the Naval Transport Service.

Albemarle cleared Coco Solo, for Pearl Harbor, but while transiting the Panama Canal suffered damage to her port screw. Reduced to proceeding with a single propeller, the seaplane tender put into San Francisco for repairs. Assigned to the "Magic Carpet" fleet—the ships given the job of returning American veterans home for rotation or discharge—upon completion of her repairs, *Albemarle* sailed westward, arriving at Pearl Harbor on 1 November before pushing on for New Caledonia, arriving there on 13 November, eventually arriving at NAS, Alameda, on 28 November.

Following a second round-trip voyage to Samar, in the Philippines, and back, *Albemarle* underwent a three-month overhaul at the Naval Shipyard, Terminal Island, Calif., in preparation for her participation in Operation "Crossroads." The seaplane tender arrived at the Marshall Islands on 4 May 1946, to provide laboratory and base facilities for the technical staff for the operation. On the date of the first test (Able), an air detonation of an atomic device, *Albemarle* lay 155 miles to the southeast, moored in Kwajalein lagoon. Departing there on 3 July, the ship reached Bikini Atoll the following day, and, except for a rehearsal exercise on 19 July, remained moored at Bikini until she departed the lagoon there on the 25th. She observed the second test (Baker) on that day, and after spending a brief period at Bikini departed Kwajalein Atoll for Pearl Harbor, reaching her destination on 5 August 1946, her part in "Crossroads" completed. She continued on to the west coast, reaching San Pedro on 12 August, and remained there until she sailed for Norfolk on 29 October.

Arriving at Norfolk via the Panama Canal on 15 November, *Albemarle* underwent a six-week overhaul at the Norfolk Naval Shipyard. She remained in the Norfolk area until she sailed on 3 March 1947 with Commander, Training Command, Atlantic, embarked. Stopping briefly at Key West, Fla., from 6 to 8 March, *Albemarle* proceeded on down to Guantanamo Bay, reaching her destination on 10 March for a week's operations there. Clearing "Gitmo" on 18 March, the seaplane tender returned to Norfolk on the 21st.

Departing the Hampton Roads area on 9 April, *Albemarle*

sailed for Boston, arriving at the naval shipyard there on the 11th. She remained there until the 21 April, at which time she sailed for Newport, making arrival the same day. Departing Newport on the 23d with ComTraComdLant embarked, *Albemarle* returned to Norfolk on the 24th, remaining in that vicinity, conducting refresher training and routine upkeep, until 30 June, when she sailed for Boston.

Spending the 4th of July at Boston, *Albemarle* remained at that port for over a month, shifting to Newport on 5 August and then back to Boston on the 14th, remaining until 2 September, when she sailed for Norfolk. She then conducted one more trip to Newport (22 to 31 October 1947) before coming back to Norfolk on 1 November. She then underwent a restricted availability at the Norfolk Naval Shipyard from 1 December 1947 to 15 January 1948, for "special temporary alterations" in connection with her next operation.

Albemarle sailed from Norfolk on 16 January 1948 for the Canal Zone, and upon completing the transit of the isthmian waterway reported for duty with Commander in Chief, Pacific Fleet, for temporary duty with Joint Task Force "Switchman." Steaming thence to Terminal Island for final fitting out for her next task at hand, and arriving there on 4 February 1948, *Albemarle* sailed for Pearl Harbor on 1 March, in company with the radar picket destroyer *Rogers* (DDR-876), proceeding thence to the Marshall Islands, arriving at Eniwetok on 16 March, to take part in Operation "Sandstone." Specially altered for the task, *Albemarle* served as the laboratory ship during "Sandstone"—a three-detonation nuclear atmospheric test series—shots "X-Ray" (15 April 1948), "Yoke" (1 May 1948) and "Zebra" (15 May 1948). Departing Eniwetok on 21 May 1948, *Albemarle* arrived at Pearl Harbor on the 27th, en route to Oakland, Calif., which she reached on 4 June. Sailing for Norfolk on 11 June, she transited the Panama Canal on 20–21 June, and reached her ultimate destination on the 26th. She remained there undergoing overhaul at the Norfolk Naval Shipyard until 23 August, when she sailed for Guantanamo Bay, reaching "Gitmo" on the 27th for a three-day stay. Over the two weeks following her departure from Cuban waters, *Albemarle* visited Key West, Boston, and Newport before returning to Norfolk on 14 September.

Following an overhaul at Norfolk Naval Shipyard, *Albemarle* stood out of Hampton Roads on 8 February, and over the ensuing weeks visited a succession of ports and operating areas: Key West; Port-au-Prince, Haiti; Kingston, Jamaica; and Bermuda, interspersing these port visits with training out of Guantanamo Bay.

Returning to the Norfolk Naval Base on 19 March, she remained there into the summer, ultimately sailing for Boston on 13 July for a port visit. Subsequently visiting Newport and New York, *Albemarle* returned to Norfolk on 27 July, and worked in the local operating areas into September. Further operations late in the summer and early fall of 1949 took the ship to Newport, New York, and the Norfolk local operating areas.

Standing out of Lynnhaven Roads on 2 March 1950, *Albemarle* subsequently worked out of Vieques, Puerto Rico, and Roosevelt Roads before she visited Martinique (15–17 March 1950), Grenada (17–19 March), Willemstad, Curaçao (20–22 March), and Ciudad Trujillo, Dominican Republic (23–25 March). Stopping briefly at Guantanamo Bay, the ship returned to Norfolk on 31 March and remained there until 11 May, when she got underway for the New York Naval Shipyard, arriving there the following day. Attached to the New York Group, Atlantic Reserve Fleet, the ship was decommissioned on 14 August 1950 and berthed at Brooklyn.

Shifted to the Philadelphia Naval Shipyard in February 1956, *Albemarle* was earmarked for conversion to tend Martin P6M "Seamaster" jet flying boats. She was reassigned from the Atlantic Reserve Fleet to the Commandant, 4th Naval District, for conversion, effective 6 February 1956. Equipped with stern ramps and servicing booms to handle the "Seamaster," as well as a semi-sheltered area and a service drydock, the ship emerged from the conversion possessing the capability to serve as a highly mobile seadrome capable of supporting jet seaplanes anywhere.

Albemarle was recommissioned at Philadelphia on 21 October 1957, Capt. William A. Dean in command. After fitting out, she sailed for Norfolk on 7 December, and arrived there on the 10th. The ship then sailed for Guantanamo Bay on 3 January 1958, made port there on the 7th, remaining there for ten days and carrying out shakedown training, before dropping down to Montego Bay, Jamaica. Proceeding thence back to Guantanamo,

concluding her shakedown on 21 January, *Albemarle* steamed thence to San Juan and Trinidad, carrying out tending operations with four squadrons of Martin P5M "Marlin" flying boats and participating in "Springboard" exercises. *Albemarle* arrived back at Norfolk on 9 April, remaining there only five days before proceeding back to Philadelphia Naval Shipyard, where she remained under overhaul through mid-July. Returning to Norfolk on 20 July, the ship got underway for operations in the North Atlantic on 14 August, and ranged as far as the Azores before returning to Norfolk on 16 September. Over the next two months, *Albemarle* operated between Norfolk and Bermuda; she rounded out the year at Norfolk, arriving there on 19 November and remaining until 2 March 1959.

Albemarle continued to operate out of Norfolk through 1959 and into 1960, although the cancellation of the "Seamaster" program meant that the ship would never service the aircraft for which she had been reconfigured. Her ports and places visited in 1959 encompassed the naval air facility at Patuxent River, Md.; Pillsbury Sound, in the Virgin Islands; San Juan, and Savannah, Ga.; Halifax and Nova Scotia, Canada; New York City; Yorktown, Va.; Port-au-Prince; Guantanamo Bay and Bermuda. The ship commenced the year, 1960, operating out of San Juan, then moved in succession to Bermuda, back to San Juan, thence to Pillsbury Sound and Grand Turk Island, in the West Indies, thence to Guantanamo Bay and Pillsbury Sound again; thence to San Juan and Guantanamo, into March.

Unloading ammunition at the Naval Weapons Station at Yorktown, between 12 and 15 July, *Albemarle* moored at Norfolk, commencing preparations for inactivation, from 15 to 18 July, before she proceeded to Philadelphia to unload material. Returning thence to Norfolk on 30 July, she continued inactivation preparations through the summer.

Placed out of commission, in reserve, on 21 October 1960, *Albemarle* was initially berthed with the Norfolk group of the Atlantic Reserve Fleet pending her transfer to the Maritime Administration (MarAd) James River Fleet. Placed in the custodial care of MarAd, *Albemarle* was struck from the Naval Vessel Register on 1 September 1962.

On 7 August 1964, however, MarAd transferred the ship—earmarked for conversion to a floating aeronautical maintenance facility for helicopters—back to the Navy. On 27 March 1965, the ship received the new name and classification *Corpus Christi Bay* (T-ARVH-1), and was transferred to the Military Sealift Command (MSC) on 11 January 1966.

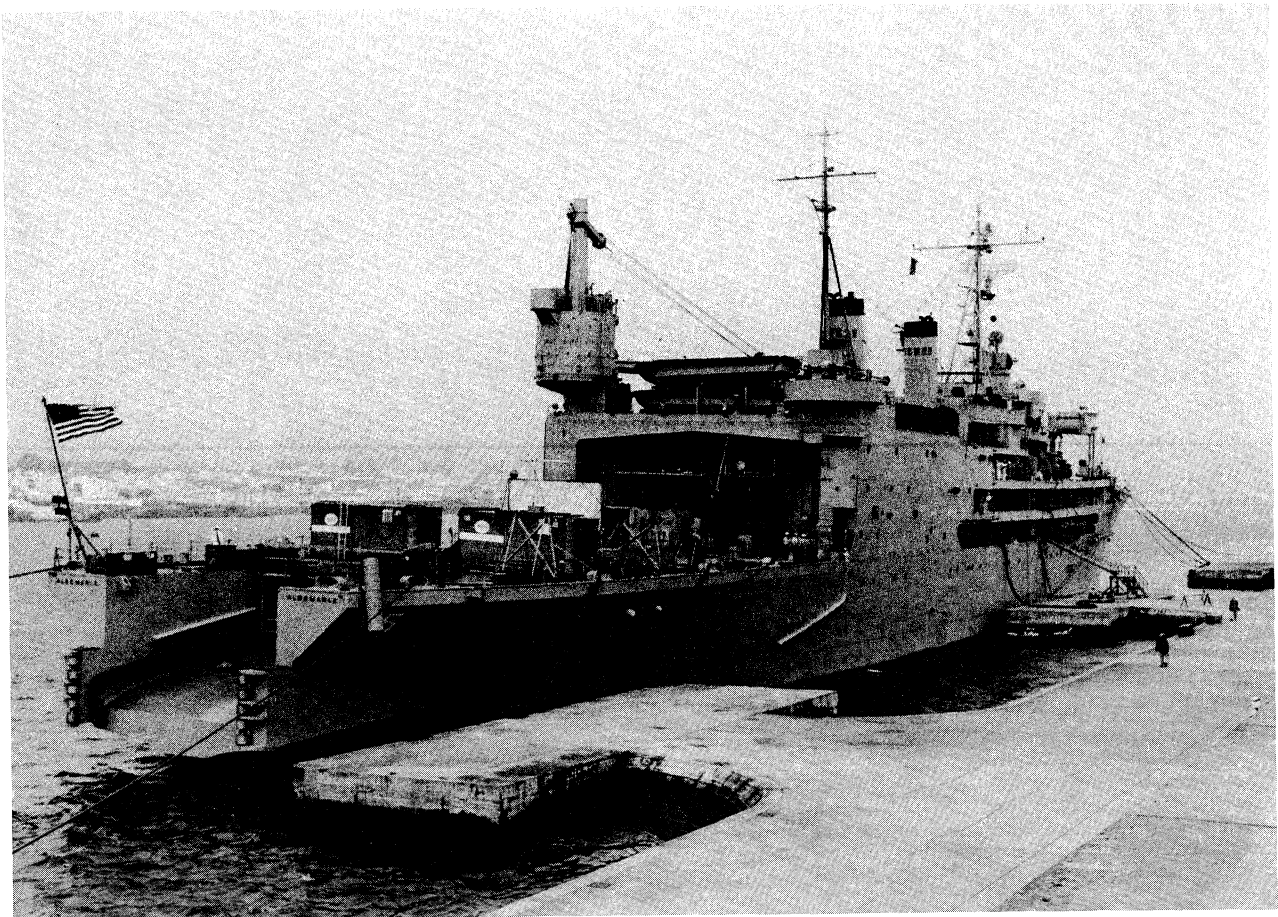
Converted at the Charleston (S.C.) Naval Shipyard, the ship emerged from the yard only faintly resembling her former self. Gone was the prominent seaplane ramp, aft, replaced by a built-up superstructure topped by a helicopter landing pad measuring 50 by 150 feet. Previously, damaged helicopters had had to be transported back to the United States for refit; with the advent of this "new" ship type, repairs could be accomplished near the forward areas, damaged helos barged out to the ship and lifted on board by two 20-ton capacity cranes.

Accepted by MSC in January 1966, *Corpus Christi Bay's* first commander was Capt. Harry Anderson, who had a crew of 129 men, a fraction of the ship's original complement, under him. Accompanying the ship on her first deployment in support of forces in Vietnam was the Army's 1st Transportation Corps Battalion (Seaborne), 308 aircraft technicians and specialists under the command of Lt. Col. Harry O. Davis, USA. The ship operated out of Cam Ranh Bay, South Vietnam, during 1966.

Ultimately determined by MSC to be "in excess of current and future requirements," *Corpus Christi Bay* was taken out of service and berthed in ready reserve status at Corpus Christi, Texas. *Corpus Christi Bay* (T-ARVH-1) was struck from the Naval Vessel Register on 31 December 1974. On 17 July 1975, the ship was sold to Brownsville (Texas) Steel and Salvage, Inc., and was scrapped subsequently.

Albert Brown

The wooden-hulled tug *Albert Brown* was acquired by the Navy from W. P. Orr, Jr., of Bristol, Maine, on 20 May 1917 and commissioned on 3 July 1917. Less than a month later, on 28 July 1917, Admiral William S. Benson, as Acting Secretary of the Navy, promulgated General Order No. 314 which decreed that all "scout patrol" vessels with compound names would hence-



Albemarle (AV-5), her stern showing the extensive modifications made to enable her to handle the projected Martin P6M "Seamaster" flying boats, in the Azores, 21 August 1958, in this photograph taken by Chief Photographer Leuko. (USN 1044231)

forth be officially known by surname only. Thus *Albert Brown* (SP-1050) become simply *Brown* (SP-1050) (*q.v.*), a name she used continually throughout her commissioned service.

Albert David

Albert Leroy David—born on 18 July 1902 in Marysville, Missouri—enlisted in the Navy at Kansas City, Missouri, on 30 September 1919. After undergoing his training at the Naval Training Station, San Francisco, he served in the battleship *Arkansas* (BB-33) for the rest of his first enlistment. Reenlisting at Omaha, Neb., on 19 July 1921, David served his second enlistment in a succession of ships: *Rochester* (CA-4), *Preston* (DD-327), *Delaware* (BB-28), *Utah* (BB-31), and *Texas* (BB-35), reenlisting on board *Texas* on 12 May 1925. He then served in *Trenton* (CL-11), *Cincinnati* (CL-6), and *Salt Lake City* (CA-25), reenlisting at Philadelphia on 15 June 1931. He reported on board *Dobbin* (AD-3) on 3 July 1931, and served in that destroyer tender until his transfer to the Fleet Reserve on 10 August 1939. He was recalled to active duty, though, on 27 September 1939, less than a month after World War II broke out in Europe with the German invasion of Poland.

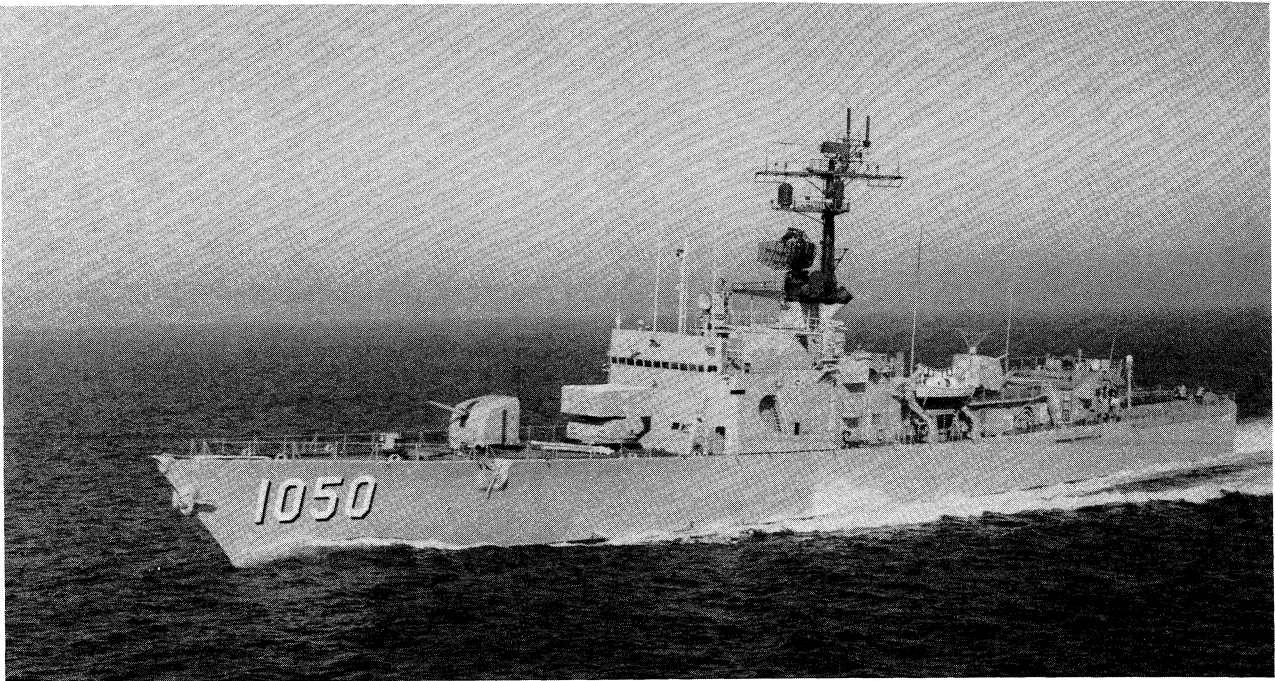
Appointed machinist on 13 May 1942, David was assigned to the Submarine Repair Unit, San Diego, on 28 May, and served in that unit for five months. While there, he received his promotion to ensign on 15 June. Reporting thence to the Naval Training School for diesel engineers at the Madison campus of the University of Wisconsin, for instruction, David ultimately reported for duty at the Naval Training Station, Naval Operating Base,

Norfolk, before he traveled to Orange, Texas to assist in fitting out the destroyer escort *Pillsbury* (DE-133), which was commissioned at the Consolidated Steel Corp., yard on 7 June 1943.

Promoted to lieutenant (jg.) while *Pillsbury* was fitting out, David served in that ship as she operated in the Atlantic, escorting convoys into Casablanca and Gibraltar, and serving with a "hunter-killer" unit formed around *Guadalcanal* (CVE-60). He was serving as *Pillsbury's* assistant engineering and electrical officer when *Guadalcanal's* task group located a German submarine off Cape Blanco, French West Africa, on 4 June 1944 and forced it to the surface.

Pillsbury lowered a boat and sent a party of nine men, led by Lt.(jg.) David, to board the U-boat, soon identified as *U-505*, which was still underway and running in the circle on the surface. Although he "had every reason to believe" that Germans were still below decks setting demolition charges and scuttling the ship, David led *Pillsbury's* men on board and plunged bravely down the conning tower hatch, ready to fight it out with any enemy he encountered, and took possession of the ship. Although he found the sea flooding into the U-boat, David remained below directing the initial salvage operations—aware that at any moment the enemy submersible could blow up or sink. Men from *Guadalcanal* arrived soon thereafter to aid in the battle to keep *U-505* afloat, and David remained on board directing the salvage operations. As a result of his vigorous and heroic efforts, the valuable prize was eventually taken to Bermuda.

Promoted to lieutenant soon thereafter, David was awarded the Medal of Honor for his part in the "first successful boarding and capture of an enemy man-of-war on the high seas by the United States Navy since 1815." He died at Norfolk, however,



Albert David (FF-1050), underway off San Diego, Calif., 18 December 1975, in a photo taken by Photographer 1st Class A. E. LeGare, USN. (NH 96632)

on 17 September 1945, before it could be given to him; it was presented by President Harry S. Truman to David's widow, Lynda Mae David, on 5 October 1945, in a ceremony at the White House.

(DE-1050: dp. 3,426 (f.); l. 414'6"; b. 44'1"; dr. 24'6"; s. 27+ k.; cpl. 220; a. 2 5", ASROC, 6 15.5" tt.; cl. *Garcia*)

Albert David (DE-1050) was laid down on 28 April 1964 at Seattle, Wash., by the Lockheed Shipbuilding and Construction Co.; launched on 19 December 1964; sponsored by Mrs. Lynda Mae David; and commissioned at the Puget Sound Naval Shipyard on 19 October 1968, Comdr. Roy S. Reynolds in command.

For the remainder of 1968, *Albert David* completed outfitting at Bremerton, Wash., and conducted post-commissioning trials and tests. Those examinations continued into 1969. A voyage to Hawaii followed in March. Early in April, the ocean escort began five weeks of refresher training out of San Diego. On 1 May 1969, she was assigned to Long Beach, Calif., as her home port. She concluded refresher training eight days later and arrived in Long Beach on the 10th. On the 12th, however, *Albert David* headed back to Bremerton for an eight-week, post-shakedown availability at the Puget Sound Naval Shipyard. The warship returned to sea on 7 July, bound for the coast of southern California and several days of operations out of San Diego. She returned to Long Beach on the 18th.

Albert David carried out normal operations from the base at Long Beach until the beginning of the second week in October. On 8 October, she stood out of Long Beach on her first deployment to the western Pacific. After steaming via Pearl Harbor and Midway Island, the warship arrived in Yokosuka, Japan, on 31 October. *Albert David* then served two weeks on the Taiwan Strait patrol and visited Subic Bay in the Philippines before reporting at Danang, South Vietnam, on 24 November to begin gunfire support duty. That assignment lasted until 10 December when, after a brief stop at Danang, the ocean escort headed for the Gulf of Tonkin. From the 11th to the 18th, she operated on the south SAR (sea-air rescue) station in the gulf. On 16 December, *Albert David* joined company with *Hancock* (CVA-19) for two days of plane guard duty. The warship left station in the Gulf of Tonkin on 18 December and headed for Bangkok, Thailand, where her crew enjoyed a five-day port visit. On 30 December,

she rendezvoused with *Coral Sea* (CVA-43) and began five weeks of plane guard duty with the carriers of Task Force (TF) 77.

Early in February 1970, she left the Gulf of Tonkin to make port visits at Subic Bay and Hong Kong. On her way back to Vietnamese waters, *Albert David* visited Okinawa and, during that visit, put to sea to investigate a Soviet trawler loitering in the area. She returned to Vietnam at Danang on 27 February to resume gunfire support missions for the troops fighting ashore. At the beginning of the second week in March, the ocean escort left the gunline to rejoin the carriers of TF 77 in the Gulf of Tonkin. Eight days later, she pulled into Subic Bay to make preparations for the voyage back to the United States. On 21 March, *Albert David* stood out of Subic Bay on her way home.

The warship made stops at Guam, Midway, and Pearl Harbor before arriving in Long Beach, Calif., on 9 April. Following post-deployment standdown, *Albert David* settled into the normal schedule of training operations carried out by warships between overseas deployments. Those evolutions occupied her time until the beginning of November when she entered the Long Beach Naval Shipyard. *Albert David's* first regular overhaul lasted more than eight months. On 1 July 1971, she put to sea for post-overhaul trials and drills, and she remained so occupied for the remainder of the month. August brought refresher training out of San Diego, and September saw her resume normal 1st Fleet operations out of Long Beach.

On 12 November 1971, *Albert David* departed Long Beach on her second deployment to the Far East. En route, she spent more than a week in the Hawaiian Islands before continuing on to the Philippines. The ocean escort arrived in Subic Bay on 9 December and remained there almost a week. On the 15th, she put to sea bound for the Gulf of Tonkin, arriving on station two days later. *Albert David* spent the following six weeks on gunfire support station off the coast of Vietnam. At the end of January 1972, she headed back to Subic Bay to rest, rearm, and reprovision. The warship returned to the combat zone—this time in the Gulf of Siam off the shores of South Vietnam's Military Region IV—on 6 February and resumed duty as a seaborne heavy artillery battery supporting ground forces ashore.

Albert David left the Gulf of Siam on 24 February bound for the Gulf of Tonkin. She rendezvoused with *Constellation* (CVA-64) on 29 February and served as the carrier's escort for two days of operations in the Gulf of Tonkin as well as during the

voyage to Subic Bay. After 10 days of upkeep and repairs at Subic Bay, the ocean escort departed the Philippines for Hong Kong on 14 March. The port visit at Hong Kong lasted from 16 to 22 March. On the latter day, the warship laid in a course that took her via Okinawa to the Sea of Japan. She conducted antisubmarine warfare (ASW) exercises between 26 and 29 March and made a port call at Yokosuka, Japan, from 30 March to 5 April.

After a false start for home on the 5th and a return to Japan to reload necessary equipment, *Albert David* headed back to Vietnamese waters that same day. Reporting for gunfire support duty off the DMZ between North Vietnam and South Vietnam on 10 April she performed a variety of other tasks as well. After four days of gunfire support missions, the warship joined *Long Beach* (CGN-9) for 10 days of escort duty on picket station. From 28 April to 12 May, she again provided gunfire support. *Albert David* concluded that tour of duty in the combat zone with four days of service with *Denver* (LPD-9) on the notification line established to warn merchant ships about mines in North Vietnamese harbors.

On 17 May, the ocean escort set out for Subic Bay in company with *Constellation*. The two warships visited Subic Bay from 19 to 22 May and then got underway for Singapore. After a four-day port call at Singapore, they returned to sea on 30 May on their way back to the waters surrounding Vietnam. *Albert David* parted company with *Constellation* on 2 June to render gunfire support to troops in Military Regions I and II in South Vietnam. At the end of 10 days on the gunline, she formed up with *Constellation* again on the 12th. The two warships stopped at Subic Bay on the 15th and returned to sea almost immediately. On 20 June, they arrived in Yokosuka for a two-day port call before beginning the voyage across the Pacific. *Albert David* and *Constellation* cleared Yokosuka on 22 June bound for the United States. *Albert David* escorted the carrier until 30 June when she received orders to proceed independently. The ocean escort entered Long Beach the following morning.

Following a month-long post-deployment leave and upkeep period, the ocean escort began normal 1st Fleet operations on 3 August with plane guard services for *Ranger* (CVA-61) in the southern California operating area. On 26 August, she put to sea from Long Beach to participate in Operation "RimPac-72," conducted in the Hawaiian Islands with units of the navies of Australia, Canada, and New Zealand. *Albert David* returned to Long Beach from that exercise on 19 September and remained in port for three weeks. At that time, she resumed normal operations along the California coast.

The warship performed training duties out of Long Beach until near the end of the first week in January 1973. On the 5th, she stood out to sea on her way back to the Far East. Steaming in company with *Constellation*, *Albert David* completed the transit of the Pacific at Subic Bay on 22 January. Four days later, she embarked upon the voyage to the Gulf of Tonkin, again escorting *Constellation*. For the next three weeks, she provided plane guard services and antisubmarine protection for the carriers of TF 77 during what proved to be her last tour of duty in the gulf before the United States pulled out of the conflict in Vietnam. *Albert David* returned to Subic Bay on 14 February and spent the next three weeks undergoing minor repairs and conducting training in the Philippines.

On 6 March, *Albert David* departed Iloilo on the island of Panay to return to Vietnamese waters. This time, however, her mission was a peaceful one. She was part of Operation "End-sweep," the removal of minefields from the waters adjacent to North Vietnam. Her participation in that effort—punctuated by port visits to Sasebo in Japan, Subic Bay in the Philippines, and Hong Kong—lasted until the second week in June. The warship cleared Vietnamese waters on 9 June, visited Keelung on Taiwan on the 12th and 13th, and arrived in Yokosuka on the 17th. Two days later, the ocean escort returned to sea for the voyage back to the United States. She made brief stops for fuel at Midway Island and Pearl Harbor before reaching Long Beach on 3 July.

Post-deployment standdown followed by a lengthy restricted availability at the Todd Shipyard in San Pedro occupied her time until late November. She returned to Long Beach on 21 November but remained there only long enough to make preparations to move to San Diego, the new home port to which she had been assigned on 20 August. *Albert David* made the home port shift on 1 December and commenced local operations out of San Diego six days later. The warship continued that employment through

the end of 1973 and during the first four months of 1974. On 23 April 1974, she left San Diego in company with *Leonard F. Mason* (DD-852) and *Waddell* (DDG-24) bound for the western Pacific. *Albert David* and her travelling companions made fuel stops at Pearl Harbor and Midway Island before arriving in Yokosuka on 14 May. On 25 May, the ocean escort put to sea in a task group built around *Midway* (CVA-41) to conduct operations off the island of Honshu. Thus she began her first period of service with the 7th Fleet in which combat duty off the Vietnamese coast played no role. The warship alternated between periods of training at sea and port calls at such places as Yokosuka, Hong Kong, Guam, and Subic Bay.

When she returned to San Diego on 22 October 1974, *Albert David* embarked upon a period of almost 42 months without a deployment to the Far East. She spent most of the remainder of 1974 in port, initially engaged in post-deployment standdown and later in holiday routine. The ocean escort conducted a number of exercises in 1975. Late March and early April brought a voyage to Hawaii for Operation "RIMPAC" 1-75, a multinational exercise conducted in cooperation with the navies of Australia, New Zealand, and Canada. In mid-April, she returned to the west coast and resumed local operations. On 30 June 1975, *Albert David* was reclassified a frigate and redesignated FF-1050. In September, she made another cruise to the Hawaiian Islands where she spent four weeks engaged in exercises before returning to San Diego early in November. Local operations again occupied her time until the spring of 1976. Late in April 1976, the frigate sailed to Long Beach where she began an 11-month regular overhaul on the 22d. *Albert David* concluded her repairs at the Long Beach Naval Shipyard on St. Patrick's Day 1977 and returned to San Diego nine days later. She operated on a normal training schedule out of her home port until the beginning of August when she voyaged to Hawaii again for training purposes. Returning to San Diego on 29 August, the frigate settled into a normal west coast training schedule once more.

The hiatus in Far Eastern deployments came to an end in the spring of 1978. *Albert David* stood out of San Diego on 4 April and set a course for Hawaii. En route there, she participated in "RIMPAC" 1-78. After a stop at Pearl Harbor on the 23d and the 24th, the frigate continued her voyage west on the 25th. She arrived in Subic Bay on 16 May. During the ensuing five months, *Albert David* conducted exercises with units of the 7th Fleet and participated in the binational Exercise "Sharkhunt XXVII" with elements of the Taiwanese Navy. She also visited ports in Japan, Korea, and Taiwan. The frigate concluded that tour of duty in the Far East with a readiness exercise and a series of special operations. After a visit to Guam between 11 and 14 October, *Albert David* embarked upon the voyage back to the United States. She reentered San Diego on 29 October and, except for a two-day period underway locally, spent the remainder of 1978 in port.

Twelve days into 1979, the warship began the usual schedule of training operations, trials and inspections. That employment occupied her time through the first 10 months of the year. On 13 November 1979, she left San Diego to return to the western Pacific. *Albert David* made a very brief stop at Pearl Harbor on 21 November resuming her voyage west that same day. She arrived at Subic Bay on 9 December and spent the remainder of the year in port. The frigate operated locally out of Luzon ports until the second week in February 1980 when she embarked upon a voyage to Singapore in company with *Long Beach* (CGN-9), *Worden* (CG-18), and *Bronstein* (FF-1037). A main engine casualty, however, forced her return to Subic Bay under tow of *Long Beach* and, later, of USNS *Ute* (T-ATF-76). She remained in Subic Bay from 12 February through the end of the month. The warship returned to sea on 1 March for two weeks of exercises followed by a port visit at Buckner Bay, Okinawa.

After an antisubmarine warfare exercise and another stop at Buckner Bay, *Albert David* set a course for Pusan, Korea, on 23 March. The warship spent the last week of the month indulging in liberty at Pusan. From there, she moved on to Sasebo, Japan, for a repair and upkeep period preparatory to her return to the United States. On 9 April 1980, the frigate departed Sasebo and embarked upon the voyage home by way of Guam, Kwajalein, and Pearl Harbor. She reentered San Diego on 2 May. Post deployment standdown occupied the remainder of May while June and July brought a resumption of local operations. Early in August, she visited Alaskan waters before beginning regular overhaul at the Puget Sound Naval Shipyard at mid-month.

Those repairs occupied the frigate for the rest of 1980 and for the first nine months of 1981. Early in October 1981, *Albert David* resumed local operations out of San Diego. That duty kept her busy until near the end of May 1982. On the 29th, she got underway for the western Pacific via Pearl Harbor. The frigate arrived in Subic Bay on 2 July. After almost three weeks at that base in the Philippines, *Albert David* moved north to Sasebo, Japan, where she stayed from 26 July until 12 August. The warship arrived back in Subic Bay on 17 August but set sail again four days later on the 21st in company with *John Young* (DD-973) and *San Jose* (AFS-7) bound for the Arabian Sea and a tour of duty with the Middle East Force. She performed surveillance chores in the Arabian Sea from 7 September to 18 October. On 19 October, *Albert David* started out on the long voyage back to the United States. She entered San Diego on 30 November and spent the remainder of 1982 engaged in post-deployment leave and upkeep.

Standdown carried over well into the third week of 1983. On 20 January, *Albert David* took up local operations out of San Diego with a three-day readiness exercise. A variety of training evolutions conducted in the waters off the coast of southern California occupied her time during the nine months between January and October 1983. On 4 October, however, the frigate stood out to sea on her way to the Far East once more. She made a five-day stop at Pearl Harbor and conducted a battle problem in the Mariana Islands before steaming into Subic Bay at the beginning of the second week in November. At mid-month, *Albert David* put to sea again to participate in a series of bilateral exercises with units of the Royal Malaysian Navy, the Royal Singapore Navy, and the Navy of the Republic of Korea. Interspersed among those exercises were goodwill and liberty calls at Lumut in Malaysia, Singapore, Chinhae in Korea, and at Hong Kong. On 28 December, she returned to the Philippines at Manila where she ushered in the new year.

Albert David's western Pacific deployment continued until early April 1984. January brought a visit to Cebu City in the Philippines, a brief return to Subic Bay, and another bilateral exercise, this time with the Royal Thai Navy. Exercises with other units of the 7th Fleet followed. At the end of January, the frigate sailed north to Japan for upkeep and repairs at Yokosuka. At the beginning of the last week in February, the warship completed repairs and put to sea to conduct antisubmarine warfare exercises with elements of the Japanese Maritime Self-Defense Force. The end of February and beginning of March brought visits to Sasebo and Fukuoka in Japan. During mid-March, she operated with South Korean Navy units again and then made port visits at Chinhae and Pusan, Korea, and at Sasebo, Japan. *Albert David* departed Sasebo on 3 April on her way back to the United States. En route, she lingered in the Marianas to participate in another battle problem and stopped at Pearl Harbor on 21 and 22 April. The warship pulled into San Diego on 30 April. Post-deployment standdown took up the month of May, and operations along the California coast occupied the summer and early fall of 1984. At the beginning of November, *Albert David* began restricted availability at the Long Beach Naval Shipyard.

That repair period carried her into 1985. Back in San Diego by 5 January, she resumed local operations by the end of the month. The frigate settled into a schedule of training exercises along the west coast, highlighted by port visits to Canadian and United States cities, that kept her busy throughout 1985 and nearly through 1986. On 29 September 1986, *Albert David* entered the yard of the National Steel & Shipbuilding Co. at San Diego to begin regular overhaul.

Albert David earned three battle stars for service in the Vietnam conflict.

Albert DeGroat

Shortly after she was purchased by the Navy, screw tug *Albert DeGroat*—sometimes referred to in official records as *A. DeGroat*—was renamed *Snowdrop* (q.v.).

Albert J. Myer

Albert James Myer—born on 20 September 1829 at Newburgh, N.Y.—received his bachelor's degree from Hobart College in

1847, graduated from Buffalo Medical College in 1851, and became an assistant surgeon in the Army on 18 September 1854. Already an accomplished telegrapher, he became an enthusiastic proponent of visual signalling while serving in Texas. In the late 1850s, Myer lobbied vigorously for the adoption of his method of signalling and for the establishment of an organization within the Army responsible for communication. In 1860, Congress created a major's billet on the Army staff for a signal officer, and Myer was appointed to fill the new slot. Between the summer of 1860 and the spring of 1861, he employed his system successfully during General Canby's campaign against the Navajo Indians.

In June of 1861, Maj. Myer received orders to Washington, D.C., to organize and command a signal corps. Through the first two years of the Civil War, Myer carried out both administrative and operational responsibilities while also proselytizing in Washington for the establishment of the Signal Corps as a permanent entity in the Army. Brevetted a lieutenant colonel on 27 May 1862 for his service on the staff of the Army of the Potomac, he received a full colonelcy as a result of the formal establishment of the Signal Corps on 3 March 1863. However, conflict between Myer and the assistant secretary of war under whose supervision military telegraphy fell, resulted in his removal as chief signal officer in November 1863 and his assignment to the Military Division of the West Mississippi in which he served the remainder of the remainder of the Civil War.

Following the war, Myer received the brevet rank of brigadier general; but he did not really come into his own until July of 1866 when Congress reorganized the Signal Corps and, with the permanent rank of colonel, he again became chief signal officer. Myer headed the Signal Corps from 21 August 1867 until his death at Buffalo, N.Y., on 24 August 1880. During that time, he played a dominant role in the resumption of a storm warning service that previously had been provided by the Smithsonian Institution and its subsequent incorporation in 1870 as the United States Weather Bureau under the direction of the Signal Corps. Myer became a permanent brigadier general on 16 June 1880, a little over two months before his death. Fort Myer—in Arlington, Va.—is also named in his honor.

(ARC-6: dp. 7,815; l. 334'; b. 47.1'; dr. 25'3/4"; s. 14 k.; cpl. 55; cl. *Neptune*; T. S3-S2-BP1)

Albert J. Myer was laid down on 14 April 1945 at Wilmington, Del., by Pusey & Jones Corp. under a Maritime Commission contract (MC hull 2558); launched on 7 November 1945; sponsored by Mrs. Grace Salisbury Ingles, the wife of Major General Harry C. Ingles, commanding officer of the Army Signal Corps; and delivered to the Maritime Commission on 17 May 1946.

Since World War II ended some eight months before her completion, *Albert J. Myer* was consigned to the Maritime Commission's reserve fleet until sometime in the early 1950's when she was taken over by the Army for service with its Transportation Service. That duty lasted until 1966 when she was transferred to the Navy and designated a cable repair ship, ARC-6. Manned by a civil service crew, USNS *Albert J. Myer* began active service with the Military Sea Transportation Service (MSTS). Though administratively assigned to MSTS Atlantic, she has served all over the seven seas. As of late 1986, USNS *Albert J. Myer* was still active with the Military Sealift Command (MSC), the successor organization to MSTS.

Albert M. Boe

Albert M. Boe was serving as chief engineer of the United States Army interisland freighter *FS-214* when that ship's starboard engine exploded on 13 April 1945. Staying in the engine room to shut off the stricken ship's engines—despite severe burns which caused his death—Boe saved his ship and the lives of his shipmates whom he had ordered topside, and earned the posthumous award of the Merchant Marine Distinguished Service Medal.

(T-AKV-6: dp. 7,176; l. 442'; b. 57'; dr. 28'; s. 11.0 k.; cpl. 39; cl. *Albert M. Boe*; T. Z-EC2-S-C5)

The single-screw "Liberty" ship *Albert M. Boe* was laid down under a Maritime Commission contract (MCE hull 3132) on 11 July 1945 at Portland, Maine, by the New England Shipbuilding Corp.; launched on 26 September 1945; sponsored by Mrs. Antol-